



**Bicycle/Pedestrian
Advisory
Committee**
of the Miami-Dade
Metropolitan
Planning
Organization

Chairperson

Ted Silver

Members

Brett Bibeau

Sheila Boyce

Brian Hannigan

Bruce Henderson

Amado Leon

Paul Schwiep

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BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

**MEETING OF WEDNESDAY, APRIL 23, 2003
AT 7 P.M.**

**SOUTH MIAMI COMMISSION CHAMBERS
6130 SUNSET DRIVE
SOUTH MIAMI, FLORIDA**

A G E N D A

- I. APPROVAL OF AGENDA**
- II. APPROVAL OF MINUTES**
 - MEETING OF MARCH 26, 2003
- III. PRESENTATIONS**
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 - B. LUDLAM TRAIL FINAL REPORT – J. Cohen, M-DPW**
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 - A. WALK-TO-SCHOOL DAY RESOLUTION – B. Hannigan**
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- V. INFORMATION ITEMS**
 - A. TIP PUBLIC MEETING SUMMARY – D. Henderson**
 - B. RICKENBACKER CSWY. – J. Cohen, M-DPW**
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 - D. 3-TOWN TOUR FLYER: WALK FLORIDA – D. Henderson**
 - E. MIAMI RIVER DAY – D. Henderson**
 - F. MARCH 2003 PROGRESS REPORT – J. Manzella**

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES (revised)

MEETING OF WEDNESDAY, APRIL 23, 2003

MEMBERS PRESENT

Brett Bibeau Sheila Boyce Bruce Henderson
Ted Silver Amado Leon

MEMBERS ABSENT

Brian Hannigan Paul Schwiep

OTHERS PRESENT

David Henderson, Staff Jae Manzella, Staff Elizabeth Rockwell, CTAC
Roosevelt Bradley, MDT Clinton Forbes, MDT Claudette Hinton, MDT
Subrata Basu, So. Miami City Mgr. Barry Burak, Concerned Cyclist Noel Cleland, Concerned Cyclist

The meeting began at 7:10 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
APPROVAL OF MINUTES	<p>BrettB: <i>Requested the March 26, 2003 Minutes be revised to note that this year was the 7th annual Miami River Day.</i></p> <p>AL: <i>Motion approving the revised 3/26/4 Minutes; seconded by SB; vote - unanimous.</i></p>
MDT UPDATE	<p>- RB: Thanked anyone in the group who voted for the transit tax. MDT and the new Office of Public Transportation Mgt. (OPTM) have separate duties: MDT is responsible for transit operations/maintenance/security/marketing; OPTM is responsible for transit planning/construction. There are \$17 billion worth of projects to implement. Only 5 additional positions were created for administration, (all other positions were already a part of MDTA before the split). He has been in the transit field for more than 25 years. He hopes to achieve high accountability to implement promises that citizens were given. <i>Every month, MDT will try to introduce new/additional services. This year, 107 buses will be purchased, out of 635 planned. There has already been 7.3 million miles of service added, 6 new routes, and improvements on 37 existing routes, including 24 hour service. June 6th, Metrorail/Metromover will run 24 hours. Transit service frequency will continue to be increased. A new image will be attempted for transit, including refurbished vehicles, upgraded cleaning services and driver courtesy training.</i></p> <p>SBoyce: Inquired if ridership has changed since the implementation of these objectives.</p> <p>RB: It is increasing. Right after the transit tax was approved seniors (over 65) no longer have to pay a fare. New rider-counts are pending. MDT is now 100% ADA compliant.</p> <p>TS: Inquired if security would be upgraded when 24 hr. service is.</p> <p>RB: After 9/11/1, and again, when the Iraqi War began, security was upgraded significantly. <i>All new buses have cameras. A 30% drop in crime has already been noted. Security officers will be introduced on buses and at Park&Ride areas next year.</i></p> <p>JM: Inquired if the agency had any plans to create a fleet of clean-emission vehicles.</p> <p>RB: Hybrid-electric and bio-diesel vehicles are being researched.</p> <p>JM: Current emission standards are too lenient for buses. Because of the transit tax, MDT has the ability to address this problem by self-imposing a cleaner standard.</p> <p>RB: The technologies are in their infancies. <i>When these become reliable, more of these vehicles will be purchased. New York City recently purchased 300 hybrid buses. Within a few months, 1 of the 3 maintenance garages will be equipped to service bio-diesel vehicles as a trial. These vehicles are still very expensive. All new buses have bike racks.</i></p>

When the new (107) buses arrive, this will bring the fleet to 80% rack-equipped.

JM: The MDT Monthly Reports don't include Bike&Ride or locker statistics.

RB: *Next month, transit operators will be counting B&R use. Although cyclists should have permits, if someone is boarding a bus without one, they won't be denied a ride.*

JM: Hopes all the bus drivers are told of this policy. There have been cyclists stranded.

RB: The number of B&R permits issued can be misleading as to actual ridership. MDT is trying to catch-up in issuing/marketing Golden Passports. Although, a rider can board a bus without one, it disrupts service if the driver has to ask for an ID and (if they have one) calculate the person's age.

DH: Questions received prior to this meeting were forwarded to RB.

RB: Regarding the gated/locked portion of the M-Path, north of 7 St.: there is a homeless problem; the gate helps to secure the construction area. *Once construction is completed the gate will come down.*

BrettB: Commended the Director for attending the meeting. The Miami River Greenway depends upon the viability of people to utilize/access the river. In this area, there was overgrown foliage, which was subsequently taken out. Without this cover, the homeless population in the area has significantly been reduced. By opening the gate and encouraging people to visit the river, those few homeless left would try to find a more private area. Residents of the new building should be able to access the river through this facility. There are security guards at this gate 24 hours a day. *The Miami River Commission will purchase benches, as per the Action Plan, to foster rediscovery of the river for citizens and tourists. The Commission is willing to work with MDT on this.*

RB: He is convinced, *the gate will be opened tomorrow.* Next: there is an issue with the fence at the Riverwalk Metromover station.

BrettB: To clarify, along the existing Riverwalk a fence has been erected. A new building is being constructed featuring a cafe along the river. It is planned to be completed in September, so that's when the fence should be taken down.

RB: His staff reviewed the site, but *he will take a look by next week to make a decision.*

BrettB: He went along with MDT staff. They made every effort to deny this request. *He would like to accompany RB.*

RB: The next issue is: closing time of Riverwalk & 5 St. Metromover stations, which inconveniences some restaurant patrons. *These will be open 24 hours by June 6th.* The next issues are: relaxing the hour & train (car) limitations on Metrorail, and elimination of B&R permits. He considers permits to be an educational tool to inform cyclists of the hours B&R is permitted. *Metrorail cars are being refurbished, including creating the type of areas that Tri-Rail cars have (as shown in the pictures included in the Agenda pkg.) to secure/accommodate bicycles. The rehabilitation project is planned to start in 1-1 1/2 years.* For the time being, he agrees that maybe permits are not needed for buses.

TS: Educating cyclists of restrictions and publicizing opportunities to use B&R are valid arguments; but, this can be accomplished with posters, brochures and other marketing programs MDT uses on a regular basis, as well as the intensive campaign that will be forthcoming from the marketing initiative. Simple diagrams would be sufficient to teach cyclists how to use racks. Simply including bicycle use in ads can bring patronage from people who would normally not ride transit.

RB: He always felt the time limitations are a hindrance. *He will direct staff to take a serious review of this. Bicycle use will be added to new marketing efforts developed.*

TS: Worried that low bicycle counts would indicate bicycle racks are not valid. It would be a mistake not to provide this service.

		<p>RB: Restrictions can be lifted, but there has to be education. Understands that it can be hard to find time to obtain a permit, although it is available on the website.</p> <p>TS: Many cyclists don't have access to a website.</p> <p>BrettB: Cyclists need to get to a variety of places during the restricted hours.</p> <p>RB: <i>He will instruct staff to begin an educational pilot project within the next week or so, and within a couple of months possibly ease restrictions of hours.</i></p> <p>TS: Considers B&R a great marketing tool, just as much as new colors for buses.</p> <p>RB: Agrees, <i>he will allow the BPAC to review the marketing ads.</i> The next issue was: speeding up the Bicycle Parking Plan. <i>He will have staff review this to see if other funds could be used, and MDT could be reimbursed later.</i></p> <p>BB: Inquired if Bicentennial Pk. Metromover Station would be reopened.</p> <p>RB: That is a homeless/crime problem. If the park is further developed, it may happen.</p> <p>TS: The group looks forward to working with RB to accomplish what was discussed today. Our expertise can help MDT; but, the BPAC will also offer criticisms if due.</p> <p>RB: <i>CH will be attending BPAC meetings to provide updates on progress.</i></p> <p>CH: <i>She will be taking any concerns the BPAC has directly to RB.</i></p>
LUDLAM TRAIL UPDATE	-	<p>DH: The FDOT has finalized the study. Previously, the Project Mgr. stated there aren't FDOT funds to construct it. Rails-To-Trails Conservancy has been discussing the project with a few members of the State & Federal Legislatures. Both are still in session, and no further developments have been relayed. This is a multi-million dollar project.</p> <p>BH: Phasing the project would bring down costs to begin implementation.</p> <p>DH: The tracks may be taken out; but, there is the option of leaving the rails in place, which would accommodate the few businesses that rely on trains. A 3rd alternative was to take out the tracks, south of Bird Rd. this reduces costs of purchasing the rail line (estimated at \$50-75 million). Another option is to lease the corridor; but, that is nearly 75% of the cost to purchase. The BPAC is being requested to make a decision on which option it prefers. Commissioner Moralez is interested in keeping this project viable.</p> <p>TS: <i>Requested a synopsis of the options for the BPAC to make an informed decision.</i></p> <p>DH: This can be provided. An Executive Summary is part of the Agenda pkg.</p> <p>BH: Having a 100% non-motorized facility would be preferred, but sharing the corridor with a train every now and then is better than not having any improvement. Developing it in segments makes economic needs/implementation easier.</p> <p>TS: All build options are acceptable. He would rather not take a stance to which is preferred, and let bureaucrats decide how to develop it.</p> <p>DH: Doesn't like the rails-with-trails option, since the space for a trail/amenities would be diminished, and street crossing options would be limited/restricted. The cost of sharing is not dramatically reduced, as opposed to taking out the tracks. Perhaps the BPAC can review these options in more detail at a later date. Commissioner Morales wants the project included in the "Unfunded" section of the TIP. Progress is dependent upon how Congress votes this year. It is already part of the NDGP. The 3rd alternative isn't in the diagrams, because it was considered after these were drawn. It is mentioned in the text.</p> <p>TS: <i>Would like to hear more at a later date before voting.</i></p>
WALK-TO-SCHOOL DAY	-	<p>DH: The event was endorsed last month. A BPAC member should attend the MPO meeting to solicit their support. Unfortunately, Mr. Hannigan and the Chairman will not be available tomorrow. He needs a contingency plan when conflicts like this arise.</p>

		<p>TS: Asked if any members would like to attend the MPO, mention the event, as well as request them to fill any vacancies.</p> <p>DH: This is also an opportunity to mention that MDT is planning to make changes to accommodate cyclists. WTSD isn't critical, since it isn't till October. The CTAC attends every MPO meeting to provide updates; subsequently, they are well respected.</p>
PUBLIC WORKS B/P ENGINEER	-	<p>DH: There is an interview cycle coming-up in the next few weeks; the B/P position is expected to be part of that.</p>
RICKEN- BACKER CSWY	-	<p>DH: The Plans and Specifications section staff is reviewing project costs. He expects it to go to bid in the next few weeks.</p>
TIP PUBLIC MEETING SUMMARY	-	<p>DH: Last month, the CTAC meeting was televised, since they were discussing public review of the TIP. He had hoped to summarize any comments regarding b/p mobility; there weren't any. This reflects that these issues are not considered in the forefront of transportation problems in Miami-Dade by the public nor elected officials.</p>
COMPLETED B/P PROJECTS	-	<p>DH: The Agenda pkg. contains a list of b/p projects identified for the 5-year update of improvements, as per the CDMP to ensure compliance. This list refers back to 1995.</p> <p>BH: MacArthur Cswy. doesn't qualify as an improvement. Bus bays are an impediment.</p> <p>JM: You have to remember what it was like before the new design.</p> <p>DH: The shoulders are one thing; but the 14' outside lane is wide enough for automobiles and bicycles to share. Unfortunately, the speeds are excessive, greatly reducing the level of comfort. Agrees, it should have been designed better.</p> <p>JM: This is the only FDOT roadway in Miami-Dade he is aware of that has signs stating "Bicycles Sharing Roadway".</p>
WALK FLORIDA	-	<p>DH: FAU is hosting the event in Boca. Dan Burden, the former FDOT B/P Coordinator will be presenting his findings along the 3-town tour. W. Palm Bch has introduced innovative sidewalk treatments. This should be beneficial to attend.</p>
MIAMI RIVER DAY	-	<p>BrettB: Thanked MPO staff for participating in the event and distributing literature to the public. Everyone had a good time.</p>
MARCH PROGRESS	-	<p>JM: This list lets the public know about activities that are going-on behind the scenes.</p> <p>TS: Thanked staff for being so diligent.</p>
MISCEL- LANEOUS	-	<p>{ BarryB: He spoke to Ron Krongold 2 months ago. It was his impression that everything was done which was needed to have him appointed to the BPAC.</p> <p>DH: He is unaware of any paperwork being processed. <i>He will check into this matter.</i></p> <p>{ SBoyce: Inquired if there was any progress at Port Blvd.</p> <p>DH: He was been informed that pedestrian signals were approved. <i>He will discuss this issue with the FDOT Safety Engineer next week.</i></p> <p>BrettB: Inquired if the Bayside/Arena bridge had any updates.</p> <p>DH: <i>He will check into this.</i> This project was mentioned recently in <u>Miami Today</u>. If the BPAC should make an effort to support it by bringing it before the MPO.</p> <p>SBoyce : There are still no curb-cuts at Chopin Plz. A hole in the road just north of the</p>

	<p>Arena presents danger to cyclists, as well as automobiles. A barricade is there, but sometimes it is not in position to do any good. It's been a month since she first noticed it. It is big enough for a child to fall into completely.</p> <p>JM: Amazed that something that dangerous could linger for months.</p> <p>{ SBasu: Apologized for the meeting mix-up, since the group had to meet in the lobby.</p> <p>JM: <i>Will clarify with the clerk on the rest of the meeting dates for the year.</i></p> <p>{ DH: ER is now with the MPO, taking on the role as CTAC liaison.</p> <p>ER: Perhaps the BPAC/CTAC/TARC can do a televised meeting. She asked everyone to pose for a picture which would be included in the next MPO newsletter, (reaching approx. 500,000 residents.)</p>
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{ The meeting was adjourned at 8:30 p.m.